

# DODGE CITY TIMES.

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## THE DODGE CITY TIMES.

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## Official City and County Paper.

### OFFICIAL DIRECTORY.

#### County.

Representative—Hon. R. M. Wright.  
Commissioners—Geo. B. Cox, Chairman.  
A. J. Fessenden,  
J. W. Holloway.  
County Clerk—Jno. B. Means.  
Treasurer—A. B. Webster.  
Sheriff—W. B. Morrison.  
Register—A. C. Hale.  
Clerk District Court—Harry Boyer.  
Probate Judge—Herman J. Fringer.  
County Attorney—M. W. Sutton.  
Surveyor—Charles Van Trump.  
Supt. Pub. Inst.—Thomas L. McCarty.  
Coroner—Geo. F. Jones.

#### City.

Mayor—James H. Kelley.  
Councilmen—Hon. D. D. Colley.  
C. M. Benson.  
John Newton.  
James Anderson.  
Walter Strasser.  
Police Judge—Samuel Marshall.  
Attorney and Clerk—E. F. Colburn.  
Treasurer—R. G. Cook.  
Marshal—Charles E. Bassett.  
Ass't Marshal—John Brown.

#### Township.

Trustee—P. L. Beatty.  
Clerk—John B. Means.  
Treasurer—Henry Niss.  
Justices—Lloyd Shinn, R. G. Cook and J. E. Vanvorhis.  
Constables—P. Sughrie, Jack Callahan and Ira Pettys.  
Officers of School District No. 1—F. C. Zimmerman, President; M. Collier Secretary; A. J. Anthony Treasurer.  
School District No. 2—Director—W. C. Seward; Clerk, O. O. Beardsley; Treasurer, V. Mellicker.

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#### RELIGIOUS.

PREACHING at the Union Church Building every Sunday at 11 a. m. and 7:30 p. m. Sunday school at 12. Cottage Prayer Meeting every Thursday evening.

REV. O. W. WRIGHT, Pastor.

#### I. O. O. F.

CORONA LODGE NO. 137, I. O. O. F. meet at their hall, on Locust Street, every Wednesday night. Visiting brothers are cordially invited to attend. R. G. COOK, N. G.  
GEO. F. JONES, Secretary.

#### NOTICE

OF  
D D O L

on left side or hip.

Any person disposing of my cattle in the above brands without written authority from me will be prosecuted to the extent of the law.

J. W. DRISKILL.

#### THE TIMES JOB OFFICE

IS NOW PREPARED TO PRINT ALL KINDS of posters, cards, letter heads, bill heads, shipping tags, envelope cards, circulars and blanks, in the latest and most attractive style.

### UNITED PURPOSES.

In all communities there should be unity of action so far as the general welfare is concerned. In a community like Dodge City, situated as we are on the border of civilization, there should be no clash or discordance. Our isolation should tend to common fraternity and united purposes, consistent with our social and political relations. We mean the fraternity that would bind us in unity against violence and disorder. In older communities the strifes and contentions of ordinary life do not produce serious evils, for good order and good government subdue violent results. With our surroundings, we should understand that our peace and prosperity can be maintained only through the spirit of united purposes. There is little competition here in any branch of industry, profession or business. No violent and fierce contests are required in the promotion of our interests, for there is a fair equalization in the distribution of patronage and influence. Antagonisms and bickerings breed bad blood, confusion, and retard the material prosperity and engender the happiness of the community.

We are glad to observe and note the tranquil surface of the conglomeration that forms the city of the plains. Considering the conditions and circumstances there is apparently good order. How it will be before the summer closes is the subject which addresses itself. We can preserve good order, prevent violence and outlaws through harmony in our actions and purposes. A city solid with itself is as impregnable as a Gibraltar. There is a good feeling now existing. No hot summer solstice should appear to throw rays of discord and distrust relations existing for common purposes, mutual interests and united protection.

The affairs of the city and county are wisely and judiciously administered. The peace and civil officers are doing their utmost to preserve character, order and life. The forms of vice existing cannot be eradicated, but it conforms to regulations and comports itself in a fair degree of decency.

Horse stealing will receive a check if the proper moral support is given our officers in the fearless discharge of their duties. Technicalities should not be countenanced and justice robbed of the plumage of the horse thief. We admire the spirit that commends the faithful discharge of duty, whether the officer or civilian be friend or foe. When we properly understand ourselves, having in view as the highest goal our mutual protection, we shall find no stumbling blocks in our paths of conscientious duty and right.

### LIEUT. GOVERNOR.

The position of Lieutenant Governor appears to be more desirable than that of Governor if newspapers are a criterion, unless the office of Governor has been decided upon. Every newspaper in the State has a candidate for Lieutenant Governor, and apparently the chances do not hinge on any one man. We have some pride in our politics but little care in our political preferences—believing one man to be as good as another, if not better.

We believe harmony could be restored by placing Jake Stotler, of the Emporia News, in the Lieutenant Governor's chair. We have no personal acquaintance with that gentleman but think he would make an excellent officer. Anthony and Stotler would make a strong team in case of a strike. Anthony's malice would not then dare to provoke the ire of the Lieutenant Governor. We want to make amicable alliances. That feeling is encompassing us now.

Of the thirty-seven new post routes established in Kansas by the general post route bill which passed the House some days ago, thirty-four are in this, the Third Congressional District. The Washington correspondent of the Champion says this fact signally illustrates the rapidity with which the western portion of the State is being developed, as well as the intelligent interest which its Representative gives to the needs of his District.

### BANANA LINE EXTENSION.

A few months ago we stated the advantages to be derived, to this section of country, in the extension of the Atchison, Topeka and Santa Fe Railroad to the Pacific coast. We are soon to realize the importance of this grand project, which is being pushed forward with all the vigor and energy that men and means can accomplish.

The name "Banana Line" is one given this road in derision by a rival and jealous corporation. But many a truth is spoken in jest. In view of developments the derisive banana becomes the meat in the coconut. Rich mines, rich fields, rich fruits are the bananas of rich and tropical luxuriance to be obtained by the extension of this important branch of railway.

From the Pueblo Chieftain of Saturday we learn that contracts for the work on the New Mexico extension were made last Friday. One hundred and ten miles of track, from La Junta to Clifton, New Mexico, is to be laid at once. These contracts aggregate in value \$1,500,000, and provide for the completion of the road to Trinidad by August 15th; summit of tunnel on Raton Mountains, November 1st, and Clifton, New Mexico, February 1st. The one hundred and twenty miles from Clifton to Las Vegas is now being located, and contracts will be let for the work at an early day.

Preparations are already under way for letting the contracts on the Leadville extension. The line is already located from Pueblo to South Arkansas, through the Grand Canon, and upwards of six hundred men are at work upon it. The line is now being located from South Arkansas to Leadville, preparatory to making the awards for the work. There will be any quantity of work for men and teams in Southern Colorado and New Mexico this year, as it is the intention of the Atchison, Topeka and Santa Fe to push things as it did in 1874, when it built and completed upwards of three hundred miles of road in a single year.

### CIMARRON.

Sunday evening, tired of the monotony and solemnity of the day in Dodge City, we boarded Conductor Bennett's train for the west, and an hour's ride brought us to the town of Cimarron. We were not long in finding the pioneer of this embryo city, Mr. Geo. W. Foughty, who courteously entertained us. Rev. O. W. Wright of Dodge City, was holding religious services at the house of Mr. Geo. Day, and we repaired thither, where we found a goodly number assembled. The people of Cimarron are a temperate, industrious and intelligent class of people, and manifest a good disposition in the essentials that make an orderly and respectable community. This town is like a new born babe, and is just receiving its swaddling clothes. It has pluck and energy and is bound to prosper. There is a fine country surrounding it; a great deal of land has been taken and much of it is being improved.

Cimarron is conveniently located, being about twenty miles west of Dodge City in nearly the center of Foote county. A number of improvements have been made and more are to follow. Mr. A. Wettick is building a store and Messrs. Brown & Johnson are preparing to erect a hotel. The people have faith in the future of the town and this is a guarantee of the success and prosperity of the enterprise.

Mr. Geo. Day, the Postmaster, and his family, hospitably cared for us until the arrival of the mail train, and for which we return thanks. We were unable to make many acquaintances, but of those we remember whom we have not mentioned, Jos. E. Morcombe and George U. Holcomb are two promising young men who have good advantages to display their abilities in the direction of building up Cimarron and themselves.

We shall watch the growth of Cimarron with no little interest, and endeavor to make frequent visits to the town, extending our acquaintance and endeavoring to give what feeble assistance we can command through these columns.

### THE RIVAL RAILROADS.

A special from Denver to the Pueblo Chieftain, May 8th, says the case of the Denver and Rio Grande company against the Canon City and San Juan company was argued during the whole of Tuesday before Judge Hallett and concluded Wednesday morning. The argument brought into discussion the entire controversy between the two companies over the right of way through the Grand Canon of the Arkansas. A main point relied upon by the Denver and Rio Grande was that the incorporation of the Canon City and San Juan company was defective and that therefore it possessed no corporate rights. The decision of Judge Hallett was to the effect that the Canon City and San Juan is a legally incorporated body. The court expressed no opinion as to which of the two companies was entitled to the right of way through the canon, stating that as a decision of that question would practically determine all the equities between the two companies it was proper that his opinion should be submitted to Judge Dillon for concurrence. As it will probably require some time in which to hear from Judge Dillon, he granted an injunction against both companies until further order. This will require both companies to withdraw their forces from the canon until a joint decision of Judges Dillon and Hallett can be rendered.

The Chieftain editorially says: Arguments were made on the part of the Denver & Rio Grande by Messrs. Mason and Smith, and on the part of the Atchison, Topeka & Santa Fe by Messrs. Reed, Teller and East. Court adjourned pending Mr. Smith's argument, and he will conclude it this morning.

It is claimed by the Denver & Rio Grande that Congress, by the passage of a special act in 1872, conferred upon them the right of way through the Grand Canon; that in 1872 they made a survey through the canon and appropriated it for the purpose of a railroad; that their right is exclusive of every other company.

This claim is resisted by the Canon City and San Juan company, on the ground that the act of 1872 gives the company a mere license or right to appropriate, and that they acquire no easement in advance of appropriation; that the survey made by the Denver and Rio Grande in 1872, vested no title in them.

On the other hand that the Canon City and San Juan company have the right of way through the canon by reason of location, and the approval by the secretary of the interior of a plat or a profile of their route, the same running through the canon. The point at issue is the superiority of the claims of these two companies as arising under the two acts of congress in question.

### A NAVIGABLE ARKANSAS.

Mr. Ryan had incorporated in the River and Harbor bill which passed the House some days since and is now pending in the Senate, a provision for the survey of the Arkansas river up as far as Wichita, with a view of ascertaining the practicability of rendering it navigable to that point.

We see this Arkansas river improvement will become an important feature in the Congressional canvass, as does the Osage river hobby in Missouri. While we would like to see the Arkansas river navigable, we regret the length and depth of that stream becomes a factor in our Congressional machinery. We would prefer the old way, of having the Congressman hang on the Postoffice, but as the postoffice holes are all filled we are obliged to take Arkansas. We have no special candidate at present—we are waiting to see how much Arkansas we can get.

The Kinsley Republican has changed its name. The euphony is GRAPHIC. Bro. Lewis gets up a spicy and interesting paper, and we take pleasure in noting the improved appearance of the Graphic. In fact, we regard the Graphic one of our best weekly exchanges. Its name is very graphically appropriate.

All sorts of practical jokes are played by the idle men holding the Grand Canon. Several days ago some forty or fifty painted and disguised to represent Indians, charged with a war-whoop down one of the arroyos on a party of tenderfeet, who were holding a point in the canon. Not being armed, report says they stood not upon the order of their going, but just got up and got out of that canon. Both sides an usual claim the victory.—[Pueblo Chieftain.